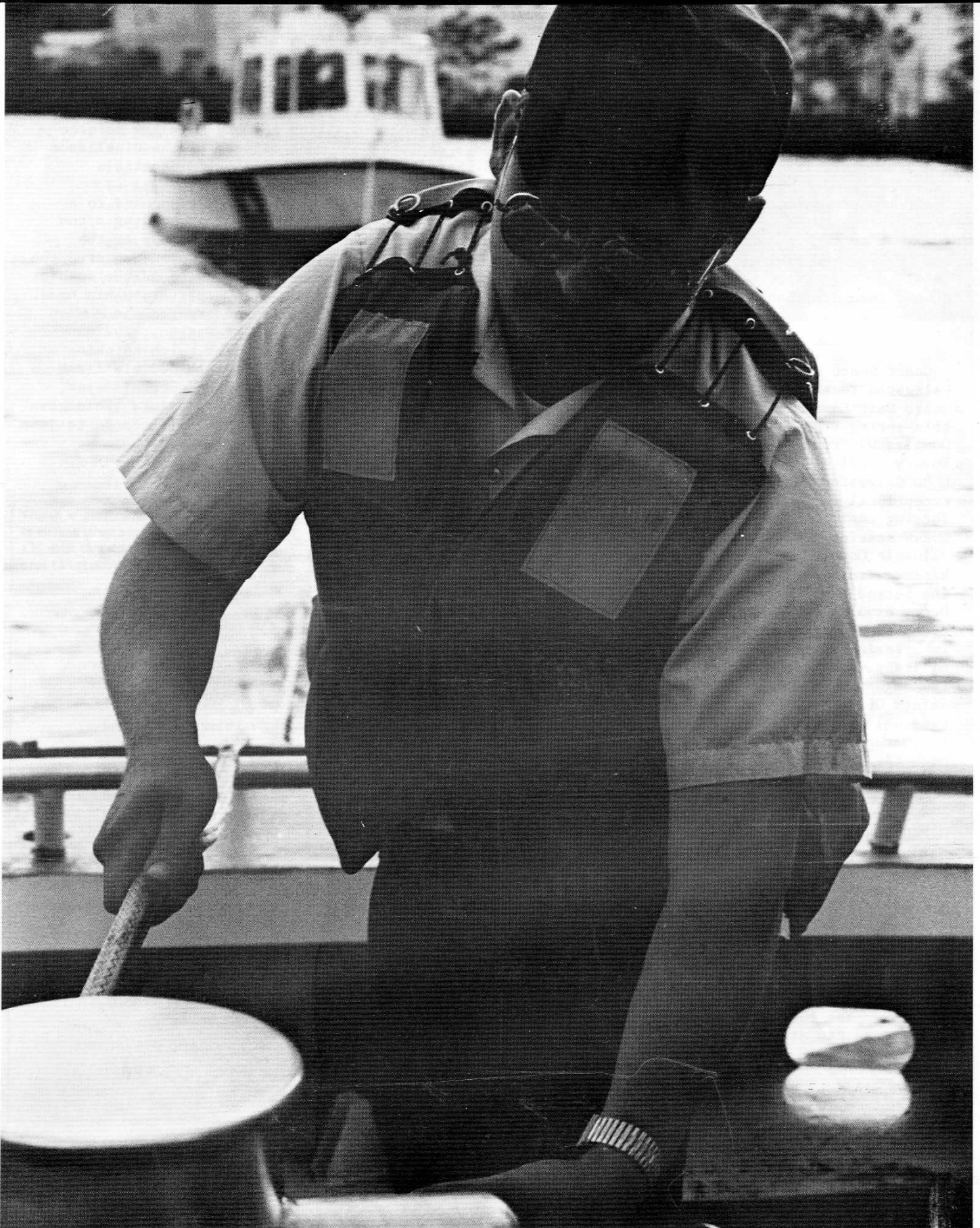


# The Reservist

September-October 1983

U.S. Department  
of Transportation

United States  
Coast Guard



For two consecutive ROA National Conventions, attendees have been honored by the presence of ADM James S. Gracey, the Commandant, and his wife, Randy. During this year's convention, 22-26 June at Salt Lake City, ADM Gracey addressed a "give and take" early morning special session for Coast Guard officers, spoke at the meeting of the Navy section, and awarded the Coast Guard Public Service Medal to CAPT Bennet S. Sparks at the inaugural banquet.

Coast Guard Reserve Unit Galveston received the Coast Guard Unit Commendation Award this spring from Rear Admiral Douglas W. Fredericks, Senior Reserve Officer Atlantic Area. CGRU Galveston was cited for its exceptional merit in transforming an idle Coast Guard LORAN station into a useful and valuable Coast Guard asset (a Reserve Training Center) during the period April 1, 1981 to December 31, 1982. The renovation was accomplished without interfering with the unit's military readiness condition, or its augmentation of the Marine Safety Office and Coast Guard Base Galveston, and it resulted in increased morale of unit members.

MKC Ronald Harris of COSARFAC San Diego was named the Outstanding Enlisted Reservist of the Eleventh Coast Guard District for 1982 by the Reserve Officer's Association. MKC Harris was presented with a clock shaped like a ship's wheel in recognition of his outstanding contribution to the Reserve program. The runner-up was QM2 Thomas Rau of COSARFAC San Pedro.

Congratulations to CDR Robert A. Locke. On June 24, 1983 CDR Locke received a diploma from RADM James E. Service, USN, the president of the U. S. Naval War College. CDR Locke is the first inactive duty Coast Guard reservist to graduate from the Naval War College's Off-Campus Graduate Seminar Program.

The Off-Campus Graduate Seminar program is three years in length. Students study employment of naval forces, strategy and policy, defense economics and decision-making.

CDR Locke is a personnel management specialist and works in the Civilian Personnel Division, U. S. Coast Guard Headquarters. He is currently augmenting the Coast Guard Reserve Unit Military Readiness Division at Coast Guard Headquarters.

YNC Elizabeth J. Meyer, a member of Reserve Unit Galveston since 1979, has been named 1983 Reservist of the Year for the greater Houston area. She was awarded a plaque during a presentation ceremony, June 17, sponsored by the Military Affairs Committee of the Houston Chamber of Commerce and the Texas Gulf Coast Committee for Employer Support of the Guard and Reserve.

Since her promotion to Chief earlier this year, YNC Meyer has been responsible for overseeing administrative and clerical functions in the administration office.

LCDR Harry Gwynne, a member of CGRU Air Station Clearwater, received an Exceptional Service Award for his professionalism and outstanding service in the line of duty as a law enforcement officer of the Pinellas County, Florida Sheriff's Department.

LCDR Gwynne responded to a report of a man holding a gun to his wife's head. At the scene, Deputy Gwynne entered the house where he found the suspect alone with a pistol in his hand. LCDR Gwynne ordered the gunman to drop the weapon. The man refused. The quick-thinking officer then shined his flashlight into the gunman's eyes, causing him to blink. This gave the deputy a split second to jump and disarm the man.

**On the cover--** *SNBM David James, of Reserve Unit Detroit, tends the line during a towing exercise on board Coast Guard Station Belle Isle's 41-footer at a summer coxswain training session. Photo by PA3 Susie Stevens.*

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ADMIRAL James S. Gracey  
Commandant, U.S. Coast Guard

REAR ADMIRAL James T. Irwin  
Chief, Office of Reserve

ENSIGN B. H. James  
Editor

YN3 Mary Brandon  
Typist

This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1)  
Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2350)

CG-288

# Admiral's corner

The Coast Guard Reserve has always risen to a challenge. Indeed, this is its primary mission, whether in time of war or during domestic emergency. As we begin a new fiscal year, once again we face the important challenge of training for our multifaceted missions within the constraints of our allotted resources. The resources at our disposal include facilities, time, money and most importantly, people.

In my travels to various Reserve units, I have constantly been impressed with the quality and enthusiasm of the people at work there. No other single factor has as profound an effect upon the Reserve as individual motivation.

This motivation is apparent in the determination with which reservists have tackled diverse challenges of the past year. Examples which come to mind include two separate cases of assistance in flood relief to the residents of the Mississippi River Valley and the San Francisco Bay delta area. Reservists also provide dependable support for the security of space shuttle launches at Cape Canaveral. Small boat crews are striving (often on their own time) to certify under the new boat crew qualification guidelines.

The Coast Guard reservists involved in joint service exercises have been a key factor in demonstrating that the Coast Guard continues to take its military mission very seriously. During my visit to Solid Shield at Fort Macon this spring, I was able to witness why the other services are gaining more respect for the Coast Guard Reserve. I have watched reservists who move with purpose, aware of their importance in a critical aspect of our nation's ability to maintain strategic mobility. This is highly visible in members of the Ninth District who are faced with some of the most arduous overseas assignments likely to be seen by any Reserve component.

I know I reflect the Commandant's feelings when I say that we are proud of all of you. More than that, we are depending on you to help keep this Service and our nation strong.



*James C. Irwin*  
RADM James C. Irwin  
Chief, Office of Reserve



# brief comments

## Advancement comes to those who strive

Changes in the Coast Guard Reserve enlisted advancement system were implemented in the April 1983 Reserve servicewide examination cycle.

The first significant change was the introduction of a new-type, pass/fail examination that tests the minimum levels of knowledge in the examination rate. The new examination has pass/fail questions and ranking questions.

Participants must attain a minimum passing score on the pass/fail portion in order to have their name placed on the examination rate advancement eligibility list. Ranking on the eligibility list is determined by the total number of correctly answered questions. The passing score on the Reserve examination is determined by a statistical comparison to the passing score on the active service examination to insure reservists who are advanced have performed as well as their active service counterparts.

Comparisons made between the October 1982 and April 1983 cycles disclosed fewer numbers of participants passing the servicewide examination in April. For example, Reserve ratings at the E-6 level showed the following:

RATE	% PASSED	
	Apr 1983	Oct 1982
BM1	15	100
FI1	0*	100
MK1	68	100
PS1	84	96
RM1	67	100
SK1	73	98
SS1	50	100
YN1	67	98

\*no participants

Future participants in all ratings should expect to have a harder time passing examinations and should prepare accordingly. The only comprehensive study guide recommended is the one used by the Coast Guard Institute when it designs servicewide examinations--the Enlisted Qualifications Manual.

The second significant change was the modification of the Reserve enlisted advancement pyramid. The result of this change was an upward shift in pyramid pay grade structure that allows for more E-6 through E-9 billets. In some ratings, this will improve advancement opportunity. In others, it will have little or no effect because of long-standing overpopulation in the upper pay grades.

Rating staffing analyses conducted in April of this year indicated overpopulation at paygrades E-6 through E-9 in QM, DC, ET, EM TT, PA, YN, SK, and HS Reserve ratings. Planned replacement of the RMMR (Reserve Manning Mobilization Requirements) with "9700/9800 Plans" currently being written may improve the overpopulation situation in some of these ratings. On the other hand, the new

plans may call for fewer mobilization billets in some of the ratings cited. Should the latter be the case, reservists will find advancement tougher yet.

The third significant change to be implemented was the method of computing advancement vacancies. In previous cycles, a standard attrition factor was applied by pay grade across all Reserve ratings. Now, changes in the strength of each rate are analyzed to predict vacancies that will be created by attrition. To each prediction result is added the number of vacancies in upper pay grades within the rating analyzed. This is done to allow increased opportunity at the particular pay grade level so that those who are qualified are advanced and may begin to prepare for the next higher pay grade.

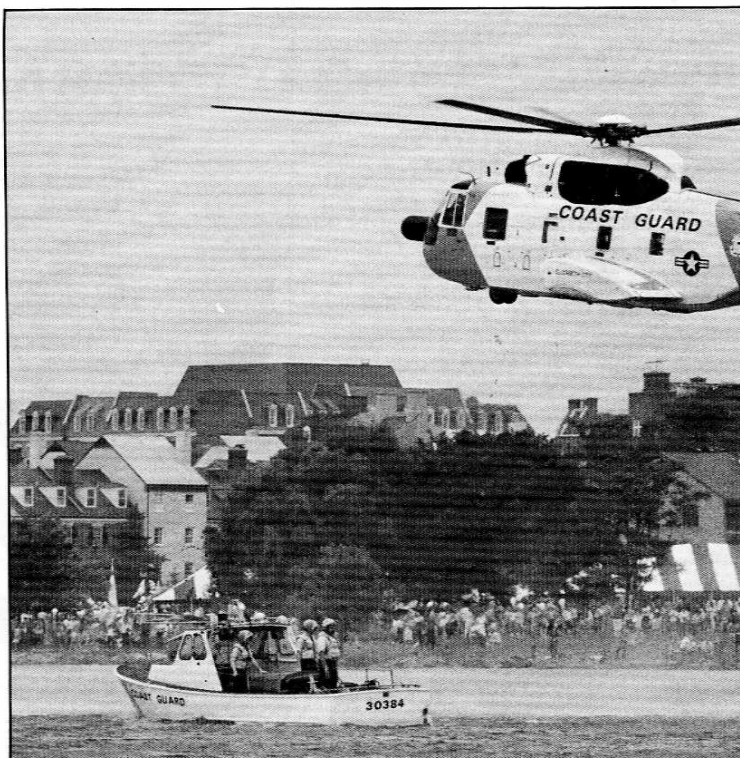
The result of all the changes is generally more vacancies, so advancement opportunities will increase for most rates. The catch is that reservists will have to meet higher standards before they can fill the vacancies. The reason is not to make advancement more difficult for reservists but to insure a better qualified force in mobilization.

## SBP "open season" closes September 30th

The legislation which offers reservists who complete 20 years satisfactory service for retirement a second opportunity to change their original election for the Survivor Benefit Plan expires on 30 September 1983.

If you have not yet elected to participate and want to, or

if you wish to increase the annuity for your dependents, it is mandatory that the new election be completed by 30 September 1983. If you have any questions concerning your coverage, you may contact CWO3 John Dilley at Commandant (G-RA-1), telephone (202) 755-1970.



*Members of Coast Guard Reserve Station Washington, D.C., provided the Red Cross with a 30-foot rescue vessel and crew for an air/sea rescue demonstration at a local Potomac waterfront festival this summer. Coast Guard Station Elizabeth City provided an HH3F helicopter and crew.*

*The helicopter demonstrated a Stokes litter drop to the UTB before a crowd of several thousand people at Old Town Alexandria, Va. Then the pilot came back and lowered an air crewman to the waters of the Potomac River. The swimmer lit his MK 13-day flare. The helo circled back, landed and water taxied to make the personnel recovery. Photo by BM2 Vince Staley.*

## PS Class A course might be for you

Are you interested in going to the ten-week Port Securityman (PS) Class A course at Coast Guard RESTRACEN Yorktown, Virginia? There are openings for classes starting October 9, November 6, and November 27, 1983. You may be eligible to attend. This is an opportunity to earn some additional cash and get training that will help you advance.

IRR members are eligible, too. If since leaving active duty, you've thought you would like a more active role in the Coast Guard Reserve, here is your chance. There are many openings for IRR members to transfer to the Selected Reserve. Call your local district Reserve office to start your PS Class A course request and to find a unit where you can drill. Start earning

the pay and allowances and additional Selected Reserve benefits such as credit toward Reserve retirement, health care, and exchange privileges. Selected reservists interested in attending a PS Class A course should submit a Request for Active Duty for Training Officer and Enlisted Reserve Personnel (form CG-3453) via the chain of command to Commandant (G-RT). Non-rated selected reservists with a PS training rating or selected reservists changing rating who can drill at units needing port securitymen, are particularly needed.

There are plenty of openings so check your work or school schedule and apply today. If qualified, you can get training which benefits both you and the Coast Guard Reserve.

## Attention TOs

If you have any direct petty officers (RXs) assigned to your unit, you may have attempted to order the Coast Guard Orientation correspondence course for them, in accordance with COMDTINST 1510.6. Some people have received replies that the course is "obsolete" and unavailable pending revision. While this was temporarily the case, the revision is now in print and may be reordered.

## Family treatment

COMDTINST 1750.3 dated 8 April 1983 outlines the Coast Guard's family advocacy program. The instruction is expected to enhance an understanding of family advocacy in the Coast Guard and provide guidance on handling incidents of family violence.

# brief comments

## Experience Indicator Codes

### Documentation tells the whole story

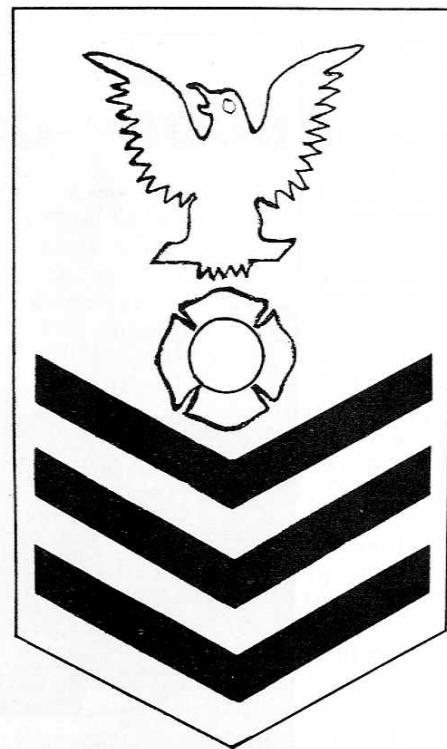
Buried among the "How-To's" in the Reserve ADMIN Manual is a line requiring documentation for training completed for achieving or remaining current in your experience indicator code. This documentation can be a letter of completion, certificate, or copy of ADT/SADT orders.

When you are requesting a waiver of a requirement or substitute training, this supporting information becomes critical. Your request and all documentation is reviewed at the district level, at the Headquarters Reserve Training Division level,

and by the Headquarters Program Manager for that particular code.

Unless your package is detailed, informative, and supported, it will be returned to your district for completion. Keep in mind that the people at Headquarters don't know how well trained you really are unless you put your best foot forward on paper and show them. A complete package makes the decision process easier!

All officers should review experience indicator code requirements by reviewing paragraph 5-J-1 of the Reserve ADMIN manual.



**Like mother, like son--** Seven years after Joey Perrigo enlisted in the Coast Guard Reserve, her son follows suit. In Seattle on July 14, SK2 Perrigo took her oath to reenlist while her son, Gregory D. Perrigo, took his oath to enlist for his first tour as a Coast Guard reservist.

Joey, who works in real estate commented, "My first tour of duty was marvelous -- the feeling I have for the Coast Guard seems to have rubbed off not only on Greg, but even on his younger brother who also plans to enlist in the future." Both mother and son made commitments of six years in the Coast Guard Reserve. Photo by PA2 Michael Rodrigues.



## New rating badges for FIs

Earlier this summer firefighters in the Coast Guard Reserve received a new rating badge. The new badge is a solidly embroidered Maltese Cross centered below the crow. This symbol was traditionally used many years ago by the Navy to denote enlisted members of the ship's fire party.

Thanks to the efforts of FICM Phillip Williamson, FICS Richard Lawida, FICS Lawrence McPolin, FICS Joseph Seward, FIC Ralph Doolin, FIC Earl Scarbrough, and FIC A. J. Walsh the design was born. For their efforts each received an initial issue badge from RADM Irwin with a letter of thanks for their interest and support.

Bulk mailings were made to district Reserve divisions for distribution of two badges to each firefighter. Wear your new badge proudly!



## Edition 8 of CPO Core Course covers all ratings

The Coast Guard Institute announced in the July issue of Corresponder that a new edition of the CPO Core Course has been developed and is now being issued. The Core Course covers the areas of leadership, administration, and training and education. The FTC, STC, and GMC courses contain additional rate-related material. The new edition number for ALL ratings will be Edition 8. The edition change should eliminate the confusion that resulted previously when different edition

numbers containing the same course materials were used in different courses. All personnel who enroll in the CPO course for their rating after 15 May 1983 receive the new Edition 8 course.

Correspondence course completion letters are valid for advancement purposes for a minimum of three years. If letters are more than three years old and a new course has been available for at least a year, the new course must be taken before a person can be recom-

mended for advancement. The new CPO courses are exceptions to this rule because there were no significant changes in the new editions. This means that as many as three editions of the CPO course may satisfy the currency requirement for some rates. The following table lists those courses and their editions. An asterisk, (\*) by an edition number indicates the edition is valid only if the completion letter is less than three years old at the time the candidate is recommended for advancement.

Course	Editions
AEC	1,8
ATC	2,8
ADC	4,8
AMC	4,8
ASMC	1,8
BMC	5,8
DCC	3,8
DTC	1,8
EMC	5,8

Course	Editions
ETC	4,8
FIC	2*,3,8
FTC	4*,5,8
GMC	5*,6,8
HMC	5,8
MKC	2*,3,8
MSTC	2,8
PAC	1,8
QMC	5*,6,8

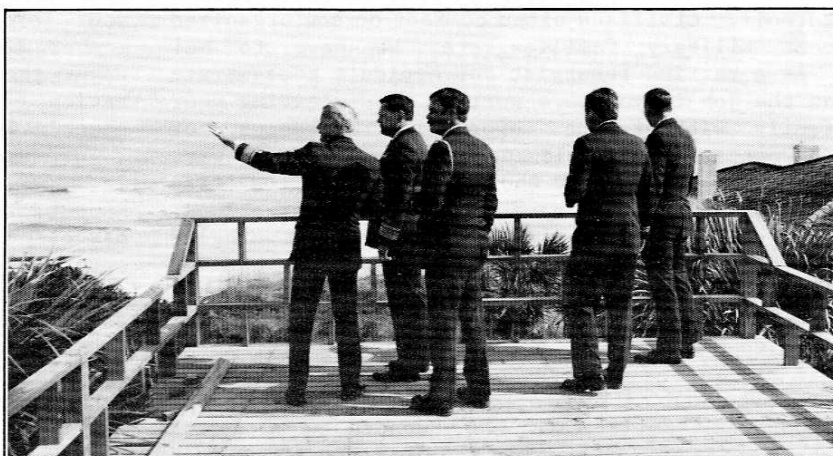
Course	Editions
RDC	4,8
RMC	5,8
STC	2,8
TTC	4,8
SKC	4,8
SSC	2,8
YNC	4,8
PSC	1,8

## DEERS eligibility

Reservists who perform ADT, SADT, IADT or temporary active duty (TEMAC) for periods of 30 days or more are automatically enrolled in DEERS (Defense Enrollment Eligibility Reporting System). Their dependents are entitled to all the rights and benefits accrued to dependents of active duty personnel. Dependents must be enrolled in DEERS in accordance with COMDTINST M1700.5 (the DEERS Manual) to ensure that their entitlements are not delayed or denied.

Reservists must complete form DD-1172 upon reporting for duty even if dependent ID cards are not issued.

To find out more about DEERS, refer to the DEERS Manual.



*RADM James H. Lipscomb, Senior Reserve Officer Pacific Area, shares the view from the "bridge" of his home with RADM Douglas W. Fredericks, Senior Reserve Officer Atlantic Area. Recently, RADM Fredericks stopped for lunch at RADM Lipscomb's home in Atlantic Beach, Florida while touring Reserve groups and units in the Seventh District. After lunch, both admirals boarded a Reserve-manned 41-foot UTB to observe helicopter-surface vessel operations at CGRU Base Mayport, two miles from RADM Lipscomb's residence. The occasion enabled the senior Reserve officers to meet each other and exchange ideas out "in the field." Photo by LT(jg) Gregory W. Gornel.*



# Preparation for Mobilization

*The following text is taken from Chapter Five of Charting Your Life in the United States Coast Guard (P1750.4), a handbook designed and distributed by Commandant (G-PS-2) to aid all members of the Coast Guard family. This chapter discusses what steps reservists and their families should take to help them remain organized and calm through mobilization.*

## Everyone should be ready

Coast Guard reservists get yearly instruction on how to mobilize in three days if there's a national emergency. Now spouses can go to that annual lecture because both need to know what might happen and make plans together.

The key is to get your family papers and plans organized. This will save you spending those precious three days in emotional and physical turmoil. Civilians often comment on how organized most military families are. We have to be!

As a married reservist you couldn't concentrate on the job if you were worried about leaving your family without the information, finances, or documents they would need while you're away. People on active duty who are gone for a long time need to make the same kinds of preparations. Moreover, Reserve dual-career couples or singles must also choose someone who can finish up whatever loose ends (legal, financial, and housing) they leave undone. Your first task is to make up a file labeled Mobilization or Deployment and keep in it all the information the people at home will need.

If you are called to active duty, you and your sponsored family rate the support services of chapter four of Charting Your Life in the United States Coast Guard. There are several things you can do ahead of time: (1) Talk about the benefits you will get. (2) Visit the nearest military base or post. Find the commissary, exchange and medical facilities together. (3) Write down the address and phone number of the Coast Guard District HAIL officer who will be giving your family ID cards while you're away. If they know where to go or call for help, it will be easier to cope with new facilities in a time of stress.

Family finances should be discussed. Emphasis on sharing the information, decision-making, and access to joint banking and charge accounts will ease the stress of a short-notice call-up. A spouse simply cannot put off learning how to balance a checkbook or knowing when major payments are due. Selecting a pay option that will guarantee an allotment check to your spouse or your joint checking account is encouraged. Remember that your personal savings may have to cover the first four or five weeks after mobilization because of the delay before your first check's issuance.

The same urgency exists to keep your documents in order. Wills and powers of attorney must be kept up-to-date. If you are married, you should discuss the Record of Emergency Data with your spouse who needs to know where your next-of-kin can be located in an emergency. (If s/he moves, s/he should pass this information to authorities.) The percentage of your pay that you want sent to your family should you be reported missing in action or taken prisoner is also designated. POW/MIA wives from the Vietnam Conflict urge that the two of you decide together this critical issue.

The location of important papers should be noted on the following check lists as should account or policy numbers. Better yet, photocopy the lists, fill them out, and keep them in your family Mobilization file. These check lists are designed to follow the information in the DOD brochure "M-Day and Beyond-- Planning Your Personal Affairs," which you should receive at your annual mobilization lecture. Active duty personnel would be wise to use it as well.



# MOBILIZATION CHECK LIST

## RESERVIST INFORMATION

### I. Keep Up-to-Date at All Times:

☐ Will for yourself  
☐ Will for your spouse  
☐ Power of attorney, if desired  
☐ Safe deposit box (location, number, and keys)  
☐ Bank accounts  
☐ Commercial Life Insurance Policies  
☐ Securities (stocks and bonds, etc.)  
☐ Credit Cards  
☐ Automobile(s)  
     ☐ titles(s)  
     ☐ registration  
     ☐ insurance policies  
☐ Other installment payments  
☐ Real estate (owned)  
     ☐ deed  
     ☐ abstract  
     ☐ mortgage  
     ☐ tax notices  
     ☐ insurance policies  
☐ Real estate (rented)-- termination of lease  
     if desired  
☐ Income records (amount of compensation and  
     exemptions, tax records for last three years)  
☐ Employment record (present and past employers,  
     dates worked, salaries earned, and any  
     pensions or annuities you are entitled to)  
☐ Membership in fraternal or social organizations  
     (list for potential assistance or benefits)  
☐ Names, addresses, and dates of attendance in  
     civilian and military schools  
☐ Record of Emergency Data  
☐ Servicemen's Group Life Insurance (SGLI)--  
     verify your coverage

### II. List the names, numbers and current location of documents:

Your Social Security Number \_\_\_\_\_

Your Spouse's Social Security Number \_\_\_\_\_

Your Children's Social Security Numbers \_\_\_\_\_

Family ID Card Numbers (in case of loss)  
 \_\_\_\_\_  
 \_\_\_\_\_

### Life Insurance Companies

\_\_\_\_\_ Policy#  
 \_\_\_\_\_ Policy#

### Auto Insurance Company

\_\_\_\_\_ Policy#

### Wills

\_\_\_\_\_ Date written \_\_\_\_\_ Executor  
 \_\_\_\_\_ Date written \_\_\_\_\_ Executor

### Attorney

Safe Deposit Box \_\_\_\_\_ Box#

Bank Accounts \_\_\_\_\_ Account#  
 \_\_\_\_\_ Account#

Credit Union \_\_\_\_\_ Account#  
 \_\_\_\_\_ Account#

Federal and State Income Tax Records \_\_\_\_\_

### III. Keep in safe-deposit box:

☐ Coast Guard service documents  
☐ Birth certificates  
☐ Naturalization papers  
☐ Marriage certificate  
☐ Divorce decree  
☐ Adoption papers  
☐ Life and auto insurance policies  
☐ Deeds and house mortgage papers  
☐ Wills  
☐ Automobile title  
☐ Savings bonds and stock certificates  
☐ Inventory and photos of household goods

### IV. After Mobilization Orders Arrive:

\_\_\_\_\_ Military ID card(s) for sponsored family  
members

\_\_\_\_\_ Medical care enrollment (DEERS) for sponsored  
family members

\_\_\_\_\_ Determine pay option (frequency of pay,  
allotments)

# PRE-MOBILIZATION CHECK LIST FOR SPOUSES

## House

- ☐ 1. Is the house or apartment in good repair?
- ☐ 2. Furnace cleaned and working properly?
- ☐ 3. Hot water heater?
- ☐ 4. Refrigerator?
- ☐ 5. Range?
- ☐ 6. Washer and dryer?
- ☐ 7. Other? \_\_\_\_\_
- ☐ 8. Do you know where the fuse box or circuit breaker is located and do you have extra fuses?
- ☐ 9. List phone numbers for:
  - a. Landlord \_\_\_\_\_
  - b. Light and power company \_\_\_\_\_
  - c. An appliance repairman \_\_\_\_\_
  - d. Police \_\_\_\_\_
  - e. Fire department rescue squad \_\_\_\_\_
  - f. The nearest medical facility \_\_\_\_\_
- ☐ 9. Do you know what type of oil it uses? When it should be changed?
- ☐ 10. Do you know where to go for routine repair?
- ☐ 11. Do you know what type of gas it uses?
- ☐ 12. Do you have the car warranty? Tire guarantee?
- ☐ 13. Do you know where to go for warranty repairs?
- ☐ 14. Do you know whom to call for an auto emergency?
- ☐ 15. Do you have your auto insurance agent's phone number?
- ☐ 16. Do you have a current driver's license?
- ☐ 17. Do you know what to do in case of an accident?

## Personal

## Automobile

- ☐ 1. Do you have the title(s)?
- ☐ 2. Is your insurance paid up?
- ☐ 3. Has your car been serviced recently?
- ☐ 4. Does it have current safety sticker?
- ☐ 5. Does it have current base sticker?
- ☐ 6. Does it have current license plates?
- ☐ 7. Does it have good tires?
- ☐ 8. Do you have an extra key?
- ☐ 1. Do you and your children have up-to-date shots?
- ☐ 2. Have you made arrangements for someone to look after the children should you be hospitalized?
- ☐ 3. Do you and your children, 10 years and older, have an ID card which is valid through the deployment?

A major concern for families is where to live during post-mobilization. Although it is a discussion we tend to shy away from, talking it through is actually a relief of sorts. There are several points of view on what the ideal provision is:

One senior officer advises, "Whatever else you do, don't go moving your family around to the new duty station. Among other problems, you may end up paying the costs."

Others emphasize leaving your family where they are if they know the area well and have supportive friends or relatives there.

Some people think staying with relatives is a good idea, but most wives who have tried that during deployments recommend either staying a very

short time or setting up separate housekeeping near relatives.

Another area for preparation is household and automobile maintenance. Preventive maintenance by a departing husband can save a great deal of emotional stress and unnecessary expense. Focus on car(s), major appliances, and apparent plumbing/electrical problems.

Show your spouse and older children how to do basic maintenance and repairs on all of the above, and leave written instructions for them. List the preferred repair people for auto and household emergencies. Organize the workbench and tools so that members of the family can find tools for minor repairs.

Keep your check list of "Things to do before deployment" in a file folder, and add things as you think of them. Next time you won't have to start from scratch!



Reserve members of the Eleventh District are conducting small arms qualifications improvement exercises. In recent months, the district has conducted a series of classroom and practical training exercises in the proper operation of small arms. The training also addresses the need to interpret proper law enforcement duties performed by Coast Guard Reserve members assigned as boarding personnel.

Course curriculum officer CWO4 Lee Garman of CGRU Eleventh District (opc) and his six-member staff direct emphasis toward proper boarding procedures, the discriminate use of force, and discharging of firearms.

Participants of the course attend one full day of classroom lecture and weapons familiarization followed by a "Shoot, Don't Shoot" exercise. An electronic indoor target projects friend or foe images on a large paper movie screen. The shooter is required to make a decision to fire the weapon. Participants are scored in speed and accuracy.

A final day of training concludes with participants attending a "live shoot" where members qualify with the .45 caliber automatic pistol and the 12-gauge riot-gun.

Between 125 and 150 Reserve members within the district have received weapon instruction and developed greater marksmanship skills to date.

A similar course is presently being offered to Reserve personnel in the Phoenix area as well.

## Eleventh District takes new aim

Story by PA2 Thomas W. Curran



**Top--** Small arms participant "zero-ins" with .45 caliber automatic pistol. **Left--** From 30 yards, CWO3 Ross Oswald demonstrates "rapid fire" with the 12-gauge riot gun. Photos by PA3 Spring DeHaviland.



You don't see too many fire trucks with boats on top of them, even in Erie, a city nestled up against the lake. And you don't see many trucks with "Semper Paratus" printed on them either.

To be exact, there's only one, and that's a truck at Engine Co. Number 10, on Erie's east side.

Always ready. That's Captain William Vahey's personal and professional motto. And thanks largely to Vahey, almost half the firefighters in the city have had water rescue training, something which, with the exception of a few practice sessions, hasn't been done in the past.

"I first thought of the need for this in 1974," Vahey said, "when a fellow went through the ice and drowned near the marina entrance on the peninsula. That evening, the drowning was shown on TV, as it occurred, and it was obvious there were some unprepared rescue techniques being used at the scene-- it didn't seem that anybody was prepared to handle that kind of a situation.

"It was terrible to watch. There the person was, drowning, and there the photographer was, recording it on tape, with nobody at the scene really able to do anything. You had to feel sorry for the family, if they would have had to see that."

Then last year, a boy and a dog went through the ice on the lake at the foot of Chautauqua Boulevard. The boy managed to save himself, since he could stand on the bottom where he broke through. The dog, out farther, was saved later.

"If the boy would have been in the situation the dog was in, out that far, the thing could have been a real tragedy," Vahey said.

Vahey points out that in the past, it has always been assumed the Coast Guard would handle any and all water rescues. But think of it-- if someone breaks through the ice on the south side of the bay or lake, the Guardsmen have to drive 15 miles on land to the rescue, pulling their rescue boat behind them, since they can't get to the site across the ice.

"The Coast Guard is very good (Vahey is a member of the Coast Guard Reserve) but there's quite a time delay involved in getting to the scene," he said.

Last year, on his own time, Vahey gave instruction in water and ice rescue to about 100 firefighters. This year, another 100 took the course.

James Breon, director of training for the department, praised Vahey for his efforts. "I think he does a fine job and is a very ambitious

man. He also does a lot of the teaching in the county to some of the other organizations as well as for our men. He's very dedicated."

Breon said that the city has no funds for any official training courses. He said that if it had not been for Vahey, firefighters would have no water rescue training at all.

The essence of water and ice rescue, Vahey says, is the "reach, throw, row, then go" method.

REACH: The first thing to do is try to reach the victim with a pole or a long stick or a branch, attempting to give him something to grab on to without going in the water yourself.

THROW: Next step is throw the victim something to hold on to-- a life ring, or a line. Vahey says a very efficient tool is a line with a Chlorox bottle tied to the end. The bottle is filled halfway with water, enabling it to be thrown, and the buoyancy left in the bottle keeps the line afloat. Vahey says a line tied to a softball is also effective.

ROW: If the first two steps fail, row out to get the victim in a boat.

GO: If a boat is unavailable, then someone has to go into the water to get the victim. But the thing to remember here, Vahey says, "is always secure a rope to the person, as well as equipment. If the rescuer isn't secured with a rope, held by someone at the other end, the rescue could become a double tragedy."

This year a 12-foot-long aluminum rowboat was donated to Engine Co. Number 10 by deputy fire chief William Engist. "It's not the best situation, the boat sitting on top of the fire truck, but it's better than nothing," Vahey said. "It would be better to have a trailer for the boat, and having a van with a boat inside would be ideal. But we're still working on the program, which is really in its infancy right now."

Vahey hopes to obtain more equipment for water rescue-- another boat, boat trailers, and wet suits, for starters.

"Erie has so much water around it, we just have to be prepared," he said. "You saw what happened when that plane crashed into the Potomac. All those rescue people standing along the shore's edge, and nobody even had any throwing equipment.

"All rescues have to be thought out in advance so the rescuers are part of the solution and not part of the problem."

# City firemen create water rescue unit

Story by Jack Grazier

Reprinted with permission of the *Erie Daily Times*

*Fire truck driver Joe DiLoreto, firefighter Jerry Wolf, and FICS William Vahey stand next to Erie fire truck famous for its rescue capabilities. Photo by Mrs. Ellen Vahey.*



# Summer training for Reserve coxswains

Story and photo by PA3 Susie Stevens

Coast Guard reservists from Reserve Unit Detroit and active duty personnel ran a new intense two-week training program to give reservists knowledge and hands-on experience they need to qualify as coxswains. Eight eager students began the vigorous exercises at Station Belle Isle in June.

PSI Donald R. Drake, training team member and coxswain instructor, was just one of the people who began working on the project in February of 1983. According to Drake, "Something had to be done because of the inadequate quantity of reservists qualified as coxswains in order to meet tougher mobilization and augmentation requirements."

The project began when CAPT Robert J. Watterson, Commander Coast Guard Group Detroit and CAPT John M. Bohunsky, Commander Coast Guard Reserve Unit Detroit held a meeting at which several Coast Guard units were represented to address the situation. After the meeting, a training team was established to create a viable way of providing reservists with needed coxswain instruction.

"It had been taking as long as two to three years to train personnel who only worked duty weekends. To dramatically reduce the amount of time it was taking, our team took on the job of organizing a training program to qualify individuals who were already familiar with the basics of seamanship and small boat handling," PSI Drake said.

First the team met to identify the needs that such a program would address. After these had been identified, the next step was to choose instructors who would teach the courses. (Instructors were reservists who volunteered their time to participate in the program.) Members of the training

team then ordered equipment which, to their disappointment, did not arrive until the session was already in progress. Applicants for the program had to meet certain prerequisites. All applicants needed recommendations by their commanding officer and at least one season of seamanship experience. The coxswain instructors interviewed 20 applicants. Eight were chosen.

The equipment for the program was provided almost entirely by Station Belle Isle. Approximately 40 hours of classroom lecture laid the groundwork for 90 hours of under way time. BMCS Robert J. McLeroy, OINC Station Belle Isle, and reservists worked together to achieve their goals. Many team members volunteered to work overtime on the project. "The dedication of the officers and the staff went far beyond the call of duty," PSI Drake said.

Training demanded endurance. The day began at 6:30 a.m. with a briefing and ended at 11:30 p.m. with study sessions extending far into the night. Liberty was not granted during much of the program. The stress these students were under was planned to match that which they might encounter later in their jobs. More energy than the students anticipated was given to mastering coxswain skills, but all were satisfied with their accomplishments.

Next year the team will have a model to use to make improvements to the program. The Ninth District Coast Guard Reserve staff hopes that students will train to be coxswains at Station Belle Isle each year, and that many more qualified coxswains will be added to the Coast Guard Reserve ranks.

*Reservists on board a 32-footer are drilled by school instructors on the safe operation of the vessel while under way in the Detroit River.*





# opportunities

One YN with word processor experience to perform general clerical duties ASAP for 90 days at CGHQ (G-TES-2). For more information contact CDR Chiswel: FTS 426-1281 or commercial (202) 426-1281.

One E-4 to E-6 to process and update receipt labels in the OPMSS system. Word processor background and personnel record experience is desired but not necessary. ASAP for 60-90 days at CGHQ (G-P-3). For more information contact LCDR Armstrong: FTS 472-4773 or commercial (202) 472-4773.

Two reservists to perform construction inspection duties for LORSTA Lampedusa and LORSTA Sellia Marina, Italy. Reservists with experience inspecting architectural, structural, mechanical and electrical construction or intimately familiar with general construction are eligible. Ability to read, speak, write, and understand Italian language is desirable. Flexibility in accepting orders for these positions is necessary because the exact dates for work commencement are unknown at this time. Report period for LORSTA Lampedusa is approximately 70 days and for LORSTA Sellia Marina approximately 120 days. For more information contact LT Petersen CG Acteur London: (01) 409-4719 or autovon 234-4719, or write:

Commanding Officer, CG  
Activities Europe  
London  
Box 50  
FPO New York 09510

One YN E-4 to E-6 to perform clerical duties ASAP for 120 days at the CG Aircraft Program Office, Grand Prairie, Texas. For more information contact LCDR Bells: FTS 426-0796 or commercial (202) 426-0796.

One SK E-4 to E-6 to perform inventory accounting and general SK duties for 120 days at CG Aircraft Program Office, Grand Prairie, Texas. For more information contact LCDR Bells: FTS 426-0796 or commercial (202) 426-0796.

O-3's or above with experience in computer programming, systems analysis and operations research who can be available on short notice to assist in the review of computer software documentation to determine compliance with contract requirements for CG acceptance. Must be familiar with mathematics and applied probability/statistics. Secret security clearance is required. ASAP to spring 1984 for short periods (two to three weeks) at CGHQ (G-FQA). For more information contact LT(jg) Skewes (G-FQA): FTS 426-1395 or commercial (202) 426-1395.

One YN E-6 to E-8 to perform clerical duties in support of Reserve Component National Security Course. Location and dates are:

Los Alamitos, CA 24 Oct--11 Nov  
Little Rock, AK 23 Jan--10 Feb  
Norfolk, VA 9 Jul--27 Jul

Submit CG-3453 via your chain of command to COMDT (G-RT).

## New RU commissioned in Seventeenth District

RADM Richard Knapp, Seventeenth Coast Guard District Commander, commissioned a new Reserve unit at Anchorage, Alaska on 6 August 1983. Attending the ceremonies were RADM James Lipscomb, Senior Reserve Officer Pacific Area; Captain Gary Kornish, Thirteenth District, Reserve Division Chief; LCDR Stephen Burg, Commanding Officer, CGRU Anchorage; LCDR Richard Seagrave, Commanding Officer, CGRU Juneau; and a number of members from the active duty units based at Kodiak.

Members of CGRU Anchorage fly to Kodiak one weekend each month on an Air National Guard C-130 to perform their IDT. Training opportunities at Kodiak include aviation maintenance, small boat operations, communications, firefighting, marine safety, medical, operations watchstanding, and shipboard orientation. Primary responsibilities upon mobilization will be in-port safety and security in the Anchorage and Kodiak areas.

At the ceremonies, LCDR Burg presented a plaque to RADM Knapp commemorating the event. The center of the plaque pictured the Air National Guard C-130 which has played a vital part in helping CGRU Anchorage get its feet off the ground. LCDR Burg also presented Plankowner Certificates to the members of the unit as well as to the two rear admirals.

We wish CGRU Anchorage the best as we continue to grow in the Seventeenth!

## Benefits issue needs artistic touch

Artwork-- drawings and photographs-- created by talented reservists is sought for an upcoming issue of The Reservist that will discuss military benefits for reservists. Please send your submissions to:

The Reservist: Editor, G-R-1/1  
USCG Headquarters  
2100 Second Street, SW  
Washington, D.C. 20593

by 30 November 1983.

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